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COUNTRY	USSR (East Prussia)  Railway Lines and Installations in East Prussia  NO. OF PAGES 3
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25X1	Condition of Railway Lines in East Prussia
25X1 <b>1.</b> 25X1	The condition of railway lines in the former German province of East Prussia was as follows In most cases, the original German names are used in this report.
	a. Kaliningrad-Wehlau-Insterburg-Gumbinnen-Eydtkummen: Intact and in good order; fitted with a third rail.
	b. Kaliningrad-Preussisch Eylau: Intact, fitted with a third rail.
	c. Kaliningra -Zinten-Oleztyn: Intact, but taking no traffic.
	d. Kaliningrad-Weiligenbeil: In disuse; rails svill intact.
	e. Kaliningr/d-Pillau Intact, fitted with a third rail. Trains now leave from the former Rathshof station, since the railway bridge between the former Hollanderbaum station and the main station has been destroyed. The Hollanderbaum station is used only as a local stopping point and has no shunting facilities.
	f. Kalin ngrad (North Station) - Rauschen: In disuse but not dismantled; badly damaged during the war.
	g. Kaliningrad (North Station)-Rothenstein-Trausitten: Intact, fitted wi/n a third rail, but single-tracked because of the fact that the Schindekopfstrasse, Samitterallee, and Maraunenhof bridges in Valiningrad have been demolished. A gap sufficient for only one track has been cleared along the right of way.
	h. Kaliningrad (North Station)-Cranz-Neubuhren: In good order and fitted with a third rail. Trains leave from the former Rothenstein station.
,	i. Kaliningrad-labiau-Tilsit: This track has been disman:led.
	j. Kaliningred (North Station)-Kaliningrad (Rathshof): Intact and fitted with a third rail. The 450-meter tunnel between the two stations is in good condition.
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		as a lateral disporting in the
	k.	Kaliningrad-Pramten narrow-gauge line: Completely dismantled in the summer of 1945 and taken to Russia.
	1.	Insterburg-Tilsit-Klaipeda: In good order, fitted with a third rail; bridges intact.
	m.	Insterburg-Gerdauen: Intact, fitted with a third rail.
	n.	Löwenhagen (Kaliningrad-Insterburg line)- Uderwangen-Donmau-Friedland Gerdauen: Disused, but intact between Löwenhagen and Donmau, blocked by abandoned locomotives between Löwenhagen and Fuchsberg. A shuttle service operates between Donmau and Friedland, where the track is standard gauge only. The Friedland-Gerdauen line was completely dismantled in October 1945.
	0 0	Bartenstein-Friedland-Wehlau: Completely dismantled early in 1946.
		Kaliningrad Bridges
2.		following railway bridges over the Pregel River at Kaliningrad were of commission
	<b>a</b> 。	The old railway bridge leading from the East Station to the Lizentbahnhof, which had already been dismantled into two sections in 1938, was still lying beside the river
	b.	The new railway bridge leading to Holländerbaum was destroyed during the war. It was a modern swing bridge and pivoted on a central pillar, which has also been destroyed. Reconstruction of this bridge would take at least six months.
		East Prussian Freight Yards
3。	Al. st	e Birkenfeld triangle near Insterburg was still in good condition.  I the warehouses were intact and the fixed and travelling cranes  ill worked on the loading of all types of heavy freight, such as nnels, boilers, iron pipes, and machine parts.
4.	or of or of	e Mattenau (Matteningken) yards were equipped with two travelling anes in the spring of 1947, as against three cranes in the autumn 1946. The Bokellen yards were equipped with four travelling anes in the spring of 1947, as against two or three in the autumn 1946. Both of these yards dealt with large quantities of rough mber from the Astraywischken Forest.
5.	tr st an an	Loading was effected with two fixed and four avelling cranes. There were no warehouses, and everything was ored in the open. Freight consisted chiefly of heavy freight d machine parts from trains coming from the west. Jesau-Tharau, important freight yard until the spring of 1947, was no longer ed

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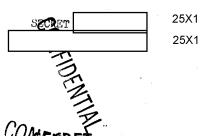
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## Railway Repair Shops in Kaliningrad

25X1	6,	Former Ostdeutsche Eisenbahnwerkstätten, North Station: All the workshops were intact but were concerned only with the repairing of locomotives. The plant consisted of two locomotive sheds, each holding eight locomotives, and one coach shed holding twelve to fourteen railway cars. Work was carried on in three eight-hour shifts, each shift consisting of 150 to 180 German workers. Locomotives in need
25X1		of repair were parked on the two unused tracks leading to the Hollanderbaum station, and on the Rothenstein siding. repairs to about 400 locomotives, all of German manufacture, were in the process of completion. Materials used in the repairing were obtained from old stocks of the former Reichsbahnausbesserungswerk in the Ponarth suburb of Kaliningrad.

- 7. Reichsbahnausbesserungswerk Ponarth: This plant was approximately two-thirds destroyed. Three shifts were, however, working in the remaining shops, largely on the repair of freight cars. Very few locomotives were to be seen on the premises.
- 8. Firma Ludwig Steinfurth, Rathshof: This plant suffered no war damage or dismantlement, and was working at full speed under Russian direction on the construction of freight cars. Since some of the cars were delivered without undercarriages, no conclusions could be drawn as to how many would be used on normal or on Russian-gauge lines. Two shifts of German and Russian workers were employed, each shift consisting of approximately 1,200 workers.



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